

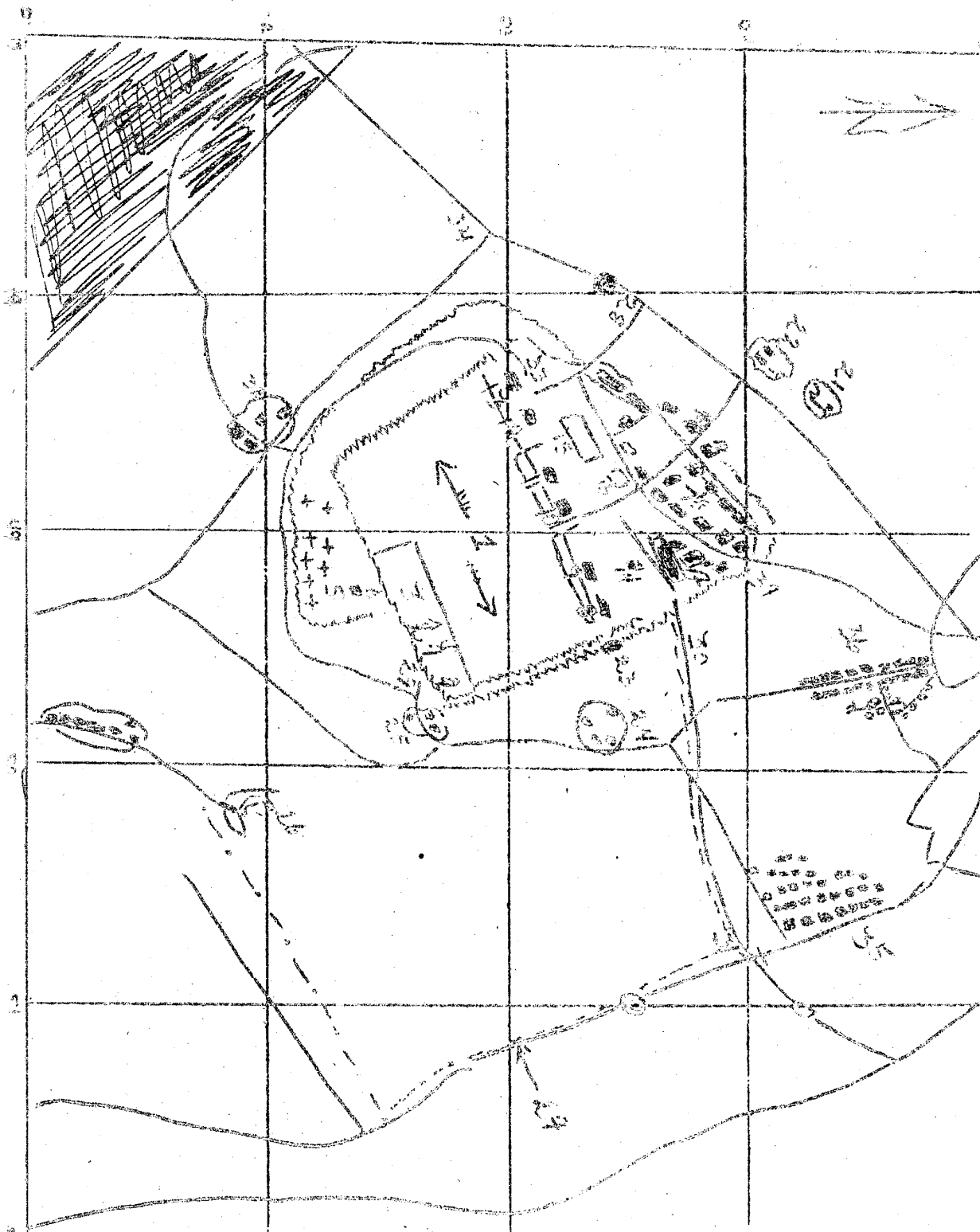


7. Transportation is furnished the field by about 50 trucks of either Studebaker or M15 type; field grade officers are allowed the use of staff cars.
8. In May 1952, an anti-aircraft unit arrived in the area. It was transported by freight train from an unknown location. A portion of the unit is stationed at the field and another part is at Licki, seven kilometers from Chojna.
9. In the spring of 1952, the airfield was connected by telephone with Berlin, Legnica, Warsaw and Moscow.

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Attachment



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Legend

1. Runways
2. Observation tower
3. Spotlight used for lighting runways during night training
4. Guard post at entrance to the airport
5. Gasoline dump
6. Mobile radio station
7. Hangar
8. Hangar
9. Hangar
10. Hangar
11. Hangar
12. Hangar not in use
13. Hangar not in use
14. Heating plant, repair shops
15. Sport field
16. Kitchen
17. Automotive repair shops
18. Barracks occupied by officers and NCOs
19. Soldiers barracks and guard house
20. Soldiers barracks and prison
21. Stationary radio station
22. Farm cultivated by Russians
23. Guarded entrance to airport
24. Farm liquidated to give room for expansion of the airport
25. Farm liquidated to give room for expansion of the airport
26. Farm liquidated to give room for expansion of the airport
27. Limits of the enlarged airport
28. Gate to the airport, unused and unguarded, filled with automobile wrecks and old metal parts
29. Entrance to the airport, unguarded
30. Railroad spur connecting the airport with the Chojna railroad station
31. Bridge on railroad line connecting airport with Chojna and underpass on road leading to Groukow
32. Large farm "Kaliska" which is planned for liquidation in interest of further enlarging the Chojna airport
33. Rifle range
34. Road leading to airport and radio station
35. Polish farmstead
36. Polish farmstead
37. Entrance to airport, guarded day and night

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